

Message Text

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PAGE 01 PARIS 27236 01 OF 02 191602Z
ACTION EUR-08

INFO OCT-01 ISO-00 EB-04 INR-05 SS-14 SP-02 PM-03 L-01
/038 W

-----025017 191630Z /50

R 191555Z SEP 77
FM AMEMBASSY PARIS
TO SECSTATE WASHDC 8850
INFO AMEMBASSY BONN
AMEMBASSY BERLIN
AMEMBASSY LONDON
USMISSION USBERLIN

C O N F I D E N T I A L SECTION 01 OF 02 PARIS 27236

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LIMDIS

REF: (A) US BERLIN 2378 (B) BONN 15245

E. O. 11652:GDS
TAGS: EAIR, PGOV, WB, FR
SUBJECT: US BERLIN-LONDON AND BERLIN-PARIS CHARTERS

1. WE HAVE HEARD NOTHING AT PARIS END RE POSSIBLE
APPLICATION FROM AIR ALPES TO OPERATE A BERLIN-PARIS
CHARTER SERVICE AS REPORTED REF (A). AIR ALPES IS
A PRIVATELY OWNED, REGIONAL CARRIER AND LARGEST
AIRCRAFT LISTED IN ITS FLEET ARE TWO F-27'S. HENCE
CAPACITY OFFERED ON BERLIN-PARIS ROUTE WOULD BE LESS
THAN WHAT PANAM SOUGHT WHEN IT WAS ACTIVELY INTERESTED
IN THIS CHARTER ROUTE, THOUGH IMPACT OF AIR ALPES
SERVICE WOULD OF COURSE DEPEND ON SEASONAL DURATION
OF A "TWICE WEEKLY" SERVICE.

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2. RE PARA 2 REF (A) WE ARE CONFIDENT THAT SHOULD GOF
SUPPORT AN EVENTUAL AIR ALPES APPLICATION, THIS WILL
BE AFTER THE IMPLICATIONS HAVE BEEN THOROUGHLY EX-
AMINED BY FRENCH DIRECTORATE GENERAL OF CIVIL AVIATION
(DGAC) AND AIR FRANCE, SINGLY AND TOGETHER, AND
PROBABLY ALSO BY FOREIGN MINISTRY. GOF DECISION, IF
FORTHCOMING, MAY OR MAY NOT BE TAKEN "IN ACCORD" WITH

AIR FRANCE, BUT WE DOUBT THAT GOF, HAVING JUSTIFIED
EARLIER TURNDOWN OF PANAM CHARTER REQUESTS ON GROUNDS
AIR FRANCE'S SCHEDULED SERVICE TO BERLIN HAD TO BE
PROTECTED, WOULD NOW WHOLLY DISREGARD AIR FRANCE'S
INTERESTS TO THE BENEFIT OF ANOTHER CARRIER, ALBEIT A
FRENCH ONE. HOWEVER, WITH LEGISLATIVE ELECTIONS
COMING UP, GOF MIGHT SEE SOME ADVANTAGE IN HELPING
A SMALL REGIONAL AIRLINE WHICH HAS BEEN BESET
RECENTLY BY LABOR STRIFE FOLLOWING THREATENED LAYOFF
OF A NUMBER OF PILOTS, ESPECIALLY IF THE REGIONAL
CARRIER'S CHARTER BUSINESS WOULD MAKE ONLY LIMITED
INROADS INTO VOLUME OF AIR FRANCE'S SCHEDULED TRAFFIC.
MUCH WOULD DEPEND ON NATURE OF EQUIPMENT AIR ALPES
WOULD PROPOSE TO USE ON THE BERLIN-PARIS ROUTE.

3. REF B INDICATION THAT PANAM IS NO LONGER INTERESTED
IN BERLIN-PARIS CHARTER BUSINESS (THOUGH THIS IS AT
VARIANCE WITH PANAM VIEW REPORTED PARA 3 REF B)
WOULD, IF CONFIRMED, ALTER THE SITUATION AND ALSO THE

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R 191555Z SEP 77
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C O N F I D E N T I A L SECTION 02 OF 02 PARIS 27236

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TACTICS WE SHOULD FOLLOW IN ADDRESSING IT. IN THAT
SITUATION, IT SEEMS TO US OUR GOAL SHOULD SIMPLY BE

TO ESTABLISH THE PRINCIPLE THAT CHARTER TRAFFIC FROM BERLIN TO PARIS AND LONDON SHOULD BE OPEN TO CARRIERS OF THE THREE ALLIED POWERS, WHICH WOULD FACILITATE PANAM'S EVENTUAL RE-ENTRY INTO THE MARKET IF AND WHEN IT MIGHT AGAIN HAVE THE EQUIPMENT AVAILABLE.

4. IF SO, WE QUESTION WHETHER IT WOULD BE ADVISABLE TO "ASK SOME HARD QUESTIONS" OF THE FRENCH, AS PARA 2 REF B SUGGESTS, ON WHY GOF WOULD NOW BE SEEKING AUTHORITY FOR FRENCH CARRIER THAT IT HAD PREVIOUSLY DENIED TO PANAM. TIME TO ASK HARD QUESTIONS, IT SEEMS TO US, WOULD ONLY BE IF GOF WERE TO SEEK AUTHORIZATION FOR AIR ALPES ON AN EXCEPTIONAL BASIS, WHICH WOULD POSE THE ISSUE OF DISCRIMINATION. BETTER COURSE MIGHT BE SIMPLY TO FINESSE THE ISSUES BY MEANS OF QUIET ACQUIESCENCE ON OUR PART, IF ACCOMPANIED BY SOME GOF CONFIDENTIAL

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ASSURANCE THAT BERLIN-PARIS CHARTER APPLICATIONS BY US CARRIER WOULD BE FAVORABLY VIEWED BY GOF IN THE FUTURE. THIS WOULD AVOID NEEDLESS RECRIMINATION OVER WHO DID WHAT TO WHOM IN THE PAST.
HARLAN

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